

of traffic on the Great Lakes as compared with that on the St. Lawrence. Traffic through the Sault Ste. Marie canals in the eight month navigation season is greater than that passing in twelve months through the Panama and Suez Canals combined. Most of the traffic at Sault Ste. Marie passes through the four United States locks. Of the total traffic of 85,400,000 net tons in 1954, only 2,600,000 tons passed through the Canadian lock. Noteworthy also is the predominance of iron ore shipments which amounted to more than shipments of all other products through the Sault Ste. Marie canals. Coal and grain, the latter mostly Canadian, accounted for more than 78 p.c. of the remaining traffic.

Nearly 9,000,000 tons of the 17,500,000 tons of through and way traffic on the Welland canal in 1954 passed from United States to Canadian ports. Soft coal (5,000,000 tons) and iron ore (2,000,000 tons) were the chief items. Canadian coastal shipments accounted for 6,000,000 tons of which 4,500,000 tons were grain, and United States coastal trade for about 1,500,000 tons. Canadian shipments to United States ports (mainly paper and wood pulp) totalled under 1,000,000 tons.

Over two-thirds of the traffic on the St. Lawrence canals—6,600,000 tons—consisted of shipments from Canadian ports; those to Canadian ports accounted for 5,700,000 tons of which wheat and grain from the Prairie Provinces made up nearly 4,000,000 tons. Petroleum and gasoline (1,100,000 tons), pulpwood (279,000 tons), paper (219,000 tons) and iron ore (233,000 tons) were the other main items shipped. Most of the remaining traffic was soft coal shipped from the United States to Canada, amounting to 1,400,000 tons; about 800,000 tons were direct overseas shipments and a small amount, 400,000 tons, moved in United States coastal trade.

*Movement of Agricultural Products.*—Agricultural products such as wheat, barley, corn, oats, rye, flaxseed, flour and other mill products are the most important group of Canadian commodities moving by way of the St. Lawrence system from the Prairies to eastern parts of the country for domestic and export markets. In 1954, out of nearly 12,000,000 net tons total grain movement on the Great Lakes, 10,700,000 tons went through the Sault Ste. Marie canals; of the latter 6,300,000 net tons were wheat and 4,400,000 tons were other grains. Only 2,100,000 net tons of total wheat shipments came from the United States; this moved from Duluth and Superior mainly to flour mills in Buffalo and in smaller quantities to Oswego, Erie and Cleveland.

Thus Canadian shipments of wheat from Port William and Port Arthur totalled 4,200,000 net tons. Normally almost half of the Canadian wheat from these Lakehead ports is carried in upper lakes bulk freighters to the Georgian Bay and Lake Huron ports of Midland, Port McNicoll, Collingwood, Goderich and Sarnia; about one-quarter goes to Port Colborne and the remainder to Toronto, Kingston and Prescott. All these ports are trans-shipment points. A small quantity moves also to United States Lake Erie ports. From these trans-shipment points, wheat moves by rail to Montreal or by small canallers through the St. Lawrence canals to the ports of Montreal, Sorel, Quebec City and Three Rivers. Grain may also move directly from the Lakehead ports to the lower St. Lawrence ports. From Georgian Bay ports about four-fifths is carried by rail destined to Ontario and beyond, especially to Montreal, Halifax and Saint John, N.B. From the lower lakes and the upper St. Lawrence ports about two-thirds of the wheat received from the West moves on by water to the lower St. Lawrence ports.

The downbound movement of corn through the Welland and St. Lawrence canals comes from western Ontario and the United States. Canadian grains (other than corn and wheat) are shipped from the Prairies through the Sault canals and then by rail. Somewhat more than one-third comes down the St. Lawrence canals. There is only a small traffic in flour through all the canals concerned as this commodity is mainly moved by rail.

*Movement of Iron Ore.*—Cheap water transportation of iron ore and limestone by way of the Great Lakes has been a major factor in the development of the steel industries of the United States and Canada. The steel mills of the United States are located principally in the area around Lake Erie and south of Lake Michigan and Canadian mills are located